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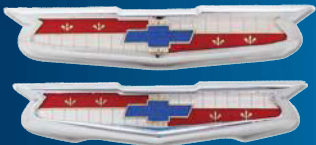
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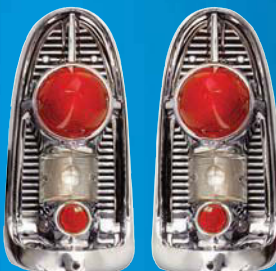
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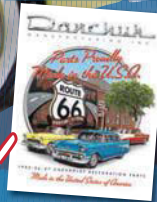
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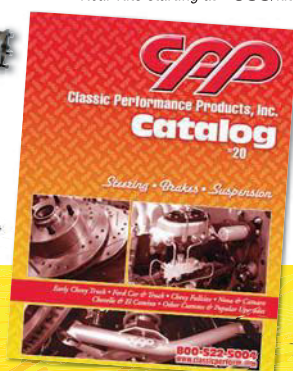
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On the Cover: Mark Campbell's Chevelle combines modern style with the vintage cool factor of big-block sound and power. Photography by Grant Cox

CAR FEATURES

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Mark Campbell's '66 Chevelle has a modern look, motivated by vintage power.

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ON THE GROUND IN MEMPHIS, TENNESSEE

I've been to a lot of car shows — add to that a lot of drag races, road races, cruise-ins ... well, you get the point: I've been around. With that being said, Memphis, Tennessee, was my first-ever Super Chevy Show; and what an impression it made. For those of you that made it out to Memphis International Raceway, whether it was to show off your car, make passes at the strip, or just enjoy the unique scene and culture, thank you for supporting our event. It was a pleasure to shake many of your hands and see the machines that you have invested so much time and energy into perfecting.

In addition to all of the top-notch cars in attendance, the thing that really blew me away, was just how far people had come to be a part of the Memphis show. Of the several people whose cars I shot features of for *Super Chevy* magazine, all of them drove three hours or longer to be there. No, that isn't the set criteria we have for feature cars, it was a happy coincidence and a genuinely refreshing experience to see such a level of dedication and passion from our die-hard readers. It is also good to know you guys are not the least bit dissuaded by a road trip.

Many of the readers I met on the show grounds in Memphis were curious, and some a bit anxious, to know what my direction would be for *Super Chevy*. It's a thought that no one has pondered in more detail than me; and, ultimately, is still in a state of fluidity.

What I can tell you is this simple underlying principle: *Super Chevy* is, and always will be, all things Chevrolet. Between print and our ever-growing website, that is exactly what you will always be able to find. In terms of tech — sorry old-school guys — you will still get a healthy dose of LS engines with a sprinkling of LT stories on the distant horizon.



The view through the camera's viewfinder was particularly good-looking in Memphis.

Ignoring such a burgeoning market of affordable and potent horsepower is a disservice to Chevy guys worldwide.

That being said, you have my solemn promise that small- and big-block tech will remain a cornerstone of this magazine. The Rat and Mouse engines are every bit as viable a powertrain choice as ever, and we will make sure to take care of them and their loyal followers in these pages. One twist you can expect is the marriage of traditional engines with modern and emerging technologies. In other words, I aim to prove the legendary Bow Tie platforms are age-wizened, but far from obsolete.

By the time you read this, I'll have my second Super Chevy Show under my belt from Tucson, Arizona, at Southwestern International Raceway, and I'm already excited to see what our Bow Tie lovers from the Southwest bring to the table.

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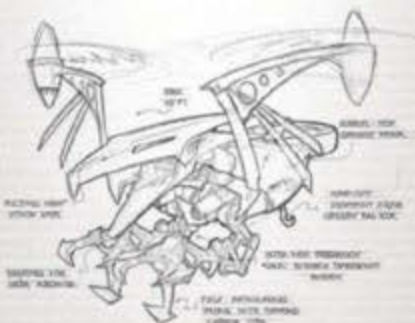
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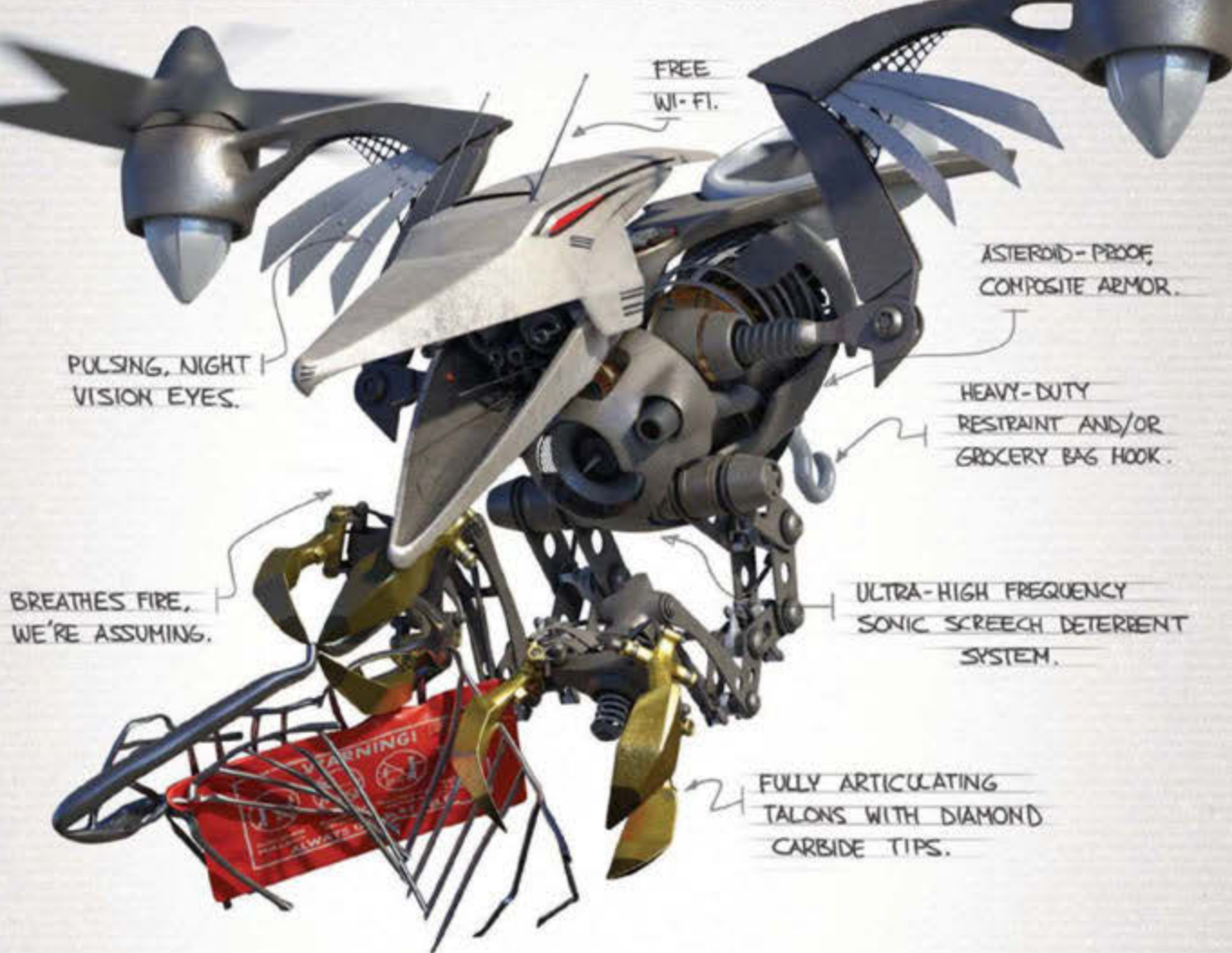
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1965 HOT ONES

Many of us who cut our performance teeth on 283s bored to 292 or 301 cubic inches with dual Carter WCFB four-barrel carbs and/or Rochester fuel injection learned quickly in 1962 that “there was *almost* no replacement for displacement.” A hot 283 could keep up with

a 327 in First and Second gear, but Third and Fourth gear were all 327. The hot “30-30” 327 Corvette cam was introduced in 1964 and continued in 1965 (365- and 375hp 327s) but the cam that pretty much replaced the Duntov 097 solid lifter was 1965’s L79 hydraulic lifter hottie. I worked at Chicago’s Nickey Chevrolet in 1965-’66 and you could buy this cam and a set of lifters for \$29.

I ran it in my highly modified 1956 Nomad wagon. It had more duration than the Duntov cam and you never had to adjust the valve lash.

By mid-March 1965, the W-motor 409 was replaced with the RPO L78 396 semi-hemi. It revved higher and with a single 800-cfm Holley carburetor made the same power, if not more. But after super-tuning, exhaust headers, and carb jetting it was torrid and a monster (fun) to drive. Chevrolet’s special Z16 Chevelle Malibu SS (201 produced) featured essentially the same 396 but with a slightly milder hydraulic lifter camshaft.

These were just a few of Chevrolet’s 1965 very successful hot ones. Stay tuned.



1

The new RPO L79, 350hp 327 (offered in the 1965 Chevelle and Corvette) was the first Chevrolet small-block V-8 with a high-performance hydraulic lifter camshaft. The engine made power to 5,800 rpm and required little-to-no rocker arm adjustment. This feature was a big deal to all small-block owners.

2, 3

The new RPO L78, 425hp 396 found its way into 2,157 1965 Corvettes (almost 11 percent of total Corvette sales). It cost almost half of the fuel-injected 327 it replaced (roughly \$292 vs. \$538). It made big power to 6,500 rpm and was a sign of even bigger things to come. It was also in 1,838 fullsize Chevrolets.

4

Since 1965s were new, it has been fun paying attention to who the various owners over the decades were. This beauty belongs to Springfield, Illinois’, John Archer. Polished five-spoke wheels give hint to the potent dual-quad big-block under the hood.

5

Here’s Minnesota’s Harlan Nelson and his three 1965 Chevelles, which he built himself. They are the best Chevelle/El Camino trio we have ever seen.

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2



3



5



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BOW TIE BRIEFS

John Gilbert

HAPPY HALF-A-CENTURY Z16!

It's hard to say if there was ever any serious thought given by Chevrolet engineers or Chevelle designers to introduce a Malibu SS409, but in late 1965 when the 396 supplanted the 409 in fullsize applications, a very special breed of Chevelle was born. In celebration of the big-block Chevelle's 50th birthday, we'd like to pay tribute to its first wave. Perhaps, instead of wave we should just call it a ripple as only 201 1965 Malibu SS396 cars, or Z16 as they are more commonly known, were built.

To the person shopping for a used example of a Z16 in the 21st century there are a few specific options particular to this car that a buyer should be made aware of. And thanks to never-before-published photography (outtakes) from the July 1965 issue of *Motor Trend*, we can illustrate what an original example looked like.

Starting with the Z16 interior; mandatory Z16 interior options included a B7C instrument panel pad and U16 tachometer with 160-mph speedometer. Every Z16 came standard with a Z13 remote control outside mirror. Looking below and to the left of the steering wheel reveals *Motor Trend's* test car had power windows. The universal clock mounted on top of the instrument panel along with A49 deluxe front and A47 rear seatbelts with retractors were also mandatory Z16 fare.

The 375hp RPO L37 only saw duty in the 201 1965 Malibu SS396 Z16 Chevelles built. The 201st Z16 built was a Malibu SS convertible recollected to have been a brass hat car. Note the underhood fiberglass insulation.

Motor Trend's 1965 Malibu SS396—RPO Z16 test car arrived in Crocus Yellow with an optional black vinyl landau top. Interestingly, the Crocus Yellow Z16 owned by Dan Blocker (Hoss Cartwright on '60s TV show, *Bonanza*) was traded-in to Costa Mesa, California, dealer Connell Chevrolet by Dan circa 1968.





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TOUCH OF

MARK CAMPBELL'S '66 CHEVELLE HAS A MODERN LOOK, MOTIVATED BY VINTAGE POWER.

✍ **Evan Perkins** 📷 **Grant Cox**

It's a story we've heard time and time again. Guy buys muscle car. Guy plans to restore muscle car. Life happens. Car gets sidelined. Mark Campbell's '66 Chevelle fell into that age-old paradox. However, with the support of his wife, Shannon; his dad Hurley; and much help from Eric

Saliba at Little Shop Mfg., what could have been another project car turned Craigslist for sale ad, was completed to perfection.

It was way back in 2000 when Mark first saw the car. It was parked on the side of the road and in pretty rough shape. But, despite its condition, Mark

was drawn to the car. "When I was a small child my dad had a '66 Chevelle, so I guess you could say I was raised around them," he said.

He knew he wanted a Chevelle, and it had to be '66. So, with his wife's blessing, he forked over some hard-earned cash and drove the car home.



MODERN

"It threw the belt right off the motor on the ride home," said Campbell. "The brakes were horrendous. It was drums all the way around and when you would step on the brakes they would lock up. I was pretty scared to drive it. I only took it out maybe three times in the first seven years I had the car."

Campbell began to amass a mental image of what he wanted the car to be. The original plan was to build it with his dad, but some health issues interfered, and life swooped back in the form of a growing family. The Campbells welcomed their first, and

soon second, child into the world, while the Chevelle sat waiting, patiently, knowing its moment in the sun would come.

In 2007, Campbell took the car to Little Shop Mfg. where Eric Saliba took over the reigns of the project. And, while Campbell had seven years worth of mental renderings and ideas pent up, the first step was to get the car to

the blaster's to see what the two had to work with.

As is often the case with media-blasting, the end result was not what Campbell was hoping for.

"I knew it was in bad shape, but I didn't know it was in that bad of shape," said Campbell. "It was amazing what the last people who did bodywork had hid. There were holes in the rust so

"I'M JUST A NORMAL GUY WHO HAS A GREAT WIFE WHO LET ME SPEND A LOT OF MONEY ON A CHILDHOOD DREAM." – MARK CAMPBELL



big you could stick your head through.”

Saliba suggested that Campbell find another body to base the build on, but he had a sense of attachment to this '66. After all, they'd been pals for over seven years at this point.

Once the decision was made to save the original body, Little Shop got to work swapping out one fender, both quarters, and rebuilding the metal around the front and rear glass, which they modified for a more modern look by removing the chrome trim.

Other custom touches include shaved and tucked body-color bumpers, a smoothed firewall, a 1964 Chevelle dash, Intro Prowler 18-inch wheels, and a wire and plumbing tuck under the hood.

From the get-go, Campbell knew he wanted to drive and enjoy the car. “I never wanted a show car,” he said.

There was talk of removing the windshield wipers, and a few other aesthetic improvements that would have compromised the driveability of

the '66, but Campbell held fast in his belief that this was a “go car, not a show car.”

Shortly after the Chevelle was delivered to Saliba, the economy began circling the drain. Money got tight, and with four mouths to feed in the Campbell home, the Chevelle once again found itself at the bottom of the financial food chain.

“I paid as I went,” said Campbell. “Eric was understanding. I gave him money, he would work until it ran out



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TOUCH OF MODERN



and then he would stop.”

Progress on the car continued at a slow crawl until 2009 when money began to stabilize and Campbell could afford to really get going on the car.

Little Shop finished up the bodywork, blocking the car ‘till the panels ran straight as an arrow. Ken Bugg and Timothy Dunn sprayed the car in DuPont (now Axalta) Dark Tarnish Silver. Then the automotive goodies began raining in.

The stock front suspension was scrapped in favor of Hotchkis tubular

control arms and suspension oscillations are now kept under control by QA1 coilovers. At the back-end of the car, a custom NASCAR-style trailing arm setup keeps a 3.50-geared Currie 9-inch rearend properly positioned and articulating. On all four corners reside Wilwood brakes that slow the ‘66 down in much more of a hurry than the lock-up-prone drums it first came home with.

Underhood beats a thunderous heart, a 496-cube big-block Chevy. Campbell is a big fan of modern LS

engines, adding that “they’re great and make tons of power,” but he opted to keep his car powered by a good ol’ Rat, just like it left the factory with – only with 100 extra cubes to play with. “Everybody had LS motors, I wanted a big-block,” said Campbell. “The car came that way and I wanted it to stay that way.” We can certainly respect that sentiment.

Despite the old-school powerplant, that didn’t mean Campbell was opposed to giving it a new-school edge. Hence, the car boasts a FAST XFI fuel-



“THERE ARE A LOT OF ‘66 CHEVELLES, BUT THIS ONE IS MINE.” – MARK CAMPBELL



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SUSPENSION





injection system. The modern induction is paired with Pro Comp aluminum cylinder heads and a healthy Erson roller cam. With a Tremec five-speed transmission handling power delivery and freeway-friendly cogs in the rear-end, the Chevelle routinely gets 19.5 mpg on the highway – an impressive figure for an engine slinging around nearly 500 cubes. Oh yeah, and it belted out 618 horsepower on the engine dyno.

The engine actually earned the car its current nickname, 'Old Smokey.' Campbell had some trouble with the original engine provider, which Saliba and a local shop later helped sort out. A rocker stud (which is tapped through into the intake port) was installed without any sealant. The engine would suck in oil at idle and smoke like a chimney out the tailpipe.

"We couldn't see it on the dyno but after five minutes running in the car it started pouring smoke," said Campbell. That, however, didn't stop him from getting the car out to its first event.

"I actually won a Flowmaster American Thunder award at the Goodguys show in Nashville," said



Campbell. When the guy gave it to me, they had crossed out 'Thunder' and wrote in 'Smoke,'" he laughed. That comedic malady has since been remedied, but the name stuck. "It's a term of endearment," he added.

The car has racked up a little over 3,000 miles since completion. A good chunk of those are from its trip to Las Vegas where it spent a week

at the Meguiar's booth during the SEMA show.

At the onset of what later evolved into a 14-year project, Campbell had one goal: "I wanted to build something different than the next guy." After a good chunk of time, support from his family, and help from Saliba and Little Shop Mfg., that dream has been accomplished. *SB*

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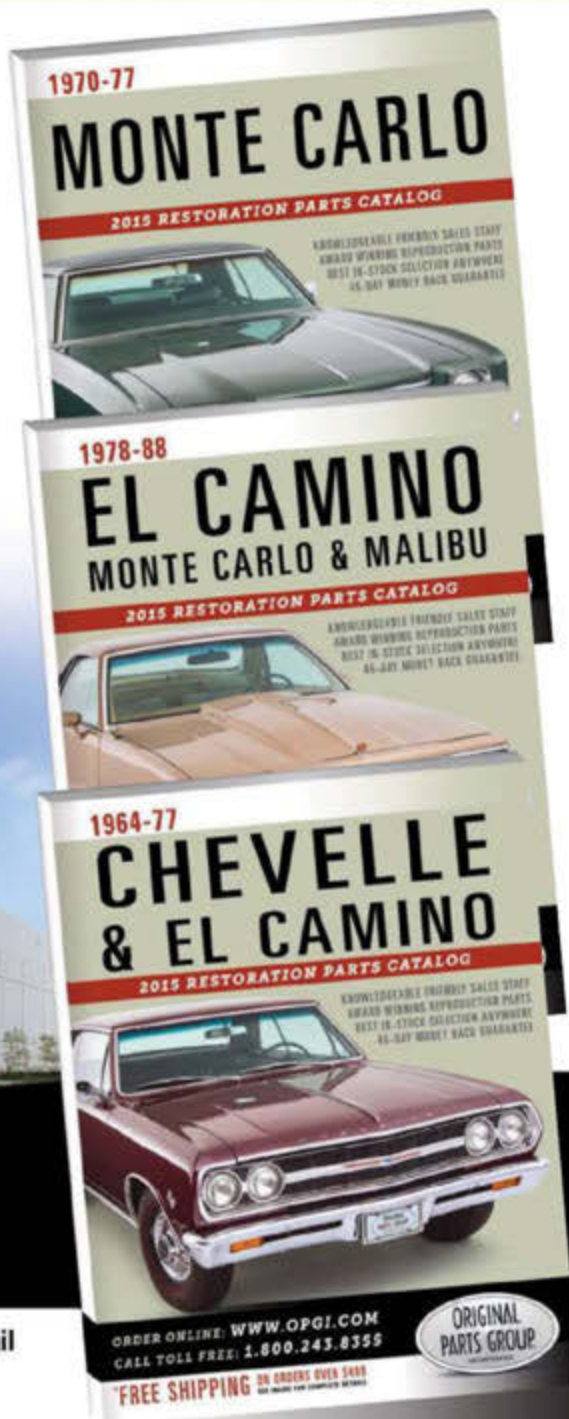
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INTERNET SCORE



RIGHT PLACE, RIGHT TIME EBAY FIND BRINGS HOME THIS **SECOND-GEN CAMARO.**

John Machaqueiro the Author

Most individuals have heard the phrase “right place, right time” used to describe that moment when something really good happens. Sometimes things occur and their impact isn’t realized until much later. The 1971 Camaro seen here is the result of a “right place, right time” situation

for Marylanders, Don and Karen Moretz. Over the years, both had invested a fair amount of time trying to find the right project car, but always came up short in their quest. As Don explains, “Since we live on the East Coast, everything we saw had rust issues.” At some point, they stumbled across a fully documented 1965 Nova Sport Coupe that was in pristine condition with only 16,900 miles on the clock. Powered by a

194-cubic-inch inline-six, the diminutive Chevy II didn’t exactly scream performance. It was, however, the ideal foundation for a killer street rod. They took the plunge and bought it, but as time passed, an issue of conscience arose. That much originality created a real dilemma for Don. He points out, “It was so original that I couldn’t bring myself to make any changes to it.” While they inherited a really nice



cruiser, it didn't get them any closer to fulfilling their goal.

Unrelated with anything to do with cars, Don and Karen are also die-hard football aficionados. "As avid Baltimore Ravens fans, we were looking for season tickets," Don states. "Karen was looking on eBay and saw someone offering to sell their PSL (Public Seat License) for four seats at the M&T Stadium." In Maryland, you need to have a PSL before you can buy season tickets. The opening bid was \$1,995 for four PSL licenses, so for seven days they tracked the auction. Near the end of the auction they were surprised that no one had bid, so she placed a bid for the opening amount, which proved to be a winner. This was a "right place, right time" moment, but you might be asking, what does this have to do with a Camaro? Please read on.

By the fall of 2006, the Ravens were a team on the upswing, so Don decided to test the waters. "They were doing really well and I thought that it might be a good time to see if there was any interest for someone to bid ridiculous money if they (the PSLs) were offered up," he says. eBay was the best means to sell all four PSLs. The starting bid was a hefty \$14,500, and within 15 minutes of posting it—to his surprise—someone had placed a bid. He recalls, "that was only the first day of the auction, and I had posted them for seven days, so we watched the bids slowly creep up each day." In the end, someone had dropped over \$20,000 for all four licenses. Are you beginning to see where this is going?

With a nice pile of newfound cash in hand, it was time to resume the search for a suitable car. Don was a fan of second-gen Camaros, so that was what they focused on. As was the issue before, most of the cars they looked at were described as being in "excellent shape," which was open for broad interpretation. EBay was again the place that got the job done. Don found this particular 1971 in Georgia, but was apprehensive about bidding for fear of buying a cleverly disguised rust bucket. While the auction was still live, he asked for more photos and information, and also hopped on a plane to see the car in person. It was everything that was claimed in the auction, and he was the eventual high bidder. The money from the PSL sale just about paid for the purchase of the '71.



The Camaro was perfect for what they were planning. While it was a real 396 big-block SS, which outwardly appeared bone stock, tucked in between the fenders was a fresh Chevrolet Performance ZZ502 crate engine, so the originality hurdle wasn't an issue. It didn't take long after bringing the car home that the parts swap began, and as is the case when adding aftermarket parts, having the right reference material is half the battle. For that, Don relied heavily on the content and advertisers in *Super Chevy* and *Camaro Performers* magazines.

The first change on his list was to give the '71 the right stance and an improvement in ride quality. Don points out, "I wanted the car to have the look of an off-the-line Super Sport, but with all the tech changes to improve on how the suspension was originally designed." Since it was rolling on factory Rally wheels, those were the first to go. In their place he installed a set of Billet Specialties Vintec 17x7 wheels wrapped in Nitto NT555 Extreme ZR 235/45ZR17 tires at the front and Billet Specialties Vintec 17x8 wheels wrapped in Nitto NT555 Extreme ZR 255/45ZR17 tires at

the rear. The new wheels lowered the car, however, it still wasn't low enough. That feat was accomplished with the installation of adjustable QA1 coilovers at the front and Hotchkis lowering springs at the rear. Stopping was also enhanced with a set of SSBC Big Bite cross-drilled and slotted rotors and SSBC calipers. The end result was a 2-inch drop in ride height and enhanced ride quality.

Under the hood, aside from the ZZ502 mill, the rest of the hardware had that factory fresh appearance. While the plan was to leave the engine unmolested internally, it did need to be dressed up. Crowned with a replacement Edelbrock Performer manifold and Performer 750 carburetor, the only thing that he did was massage them visually. Also added was a K&N air cleaner assembly and Billet Specialties Profile polished aluminum valve covers. The engine compartment received additional billet pieces, like the alternator, A/C unit, and a set of Fesler billet hood hinges that he found under the Christmas tree. There was plenty of bling being added to the engine compartment, but he says, "as good as the engine area was beginning to look, I was tormented by the shape

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of the inner fenders." A friend suggested that carbon-fiber replacements would look great. The problem was that no one was offering them for second-gen Camaros. As luck would have it, he stumbled across a post in a forum announcing the impending availability of said pieces from Anvil Auto. "I placed an order and Santa came in a big brown truck on Christmas Eve," he exclaimed. Other carbon-fiber items from Anvil Auto added were fender supports and a closeout panel for the top of the Be Cool aluminum radiator.

The ZZ502 is backed by a TCI 700-R4 transmission that delivers power to the stock GM posi rear. Don upgraded the exhaust to give the Camaro a throatier sound. He added a set of ceramic-coated Hooker Competition headers that dump into a set of 3-inch Flowmaster Super 10 Series stainless steel mufflers. For even louder tunes, he added QTP electric cutouts.

The paint that came on the car was impeccable by most standards. However, knowing what was under that paint was equally important to Don so he had the



car repainted with the same black and white stripe combination. Keith Edwards at K&K Customs in Aberdeen, Maryland, performed that task. He laid down the slick PPG Deltron basecoat/clearcoat bath, giving the '71 a fresh, wet look to go with all the added billet items.

Much like the rest of the car, the interior was in equally nice shape, but rather stock looking. While not wanting to deviate much from that factory appearance, he does point out, "the interior was in good shape, but with all the improvements made to the exterior and engine bay, I felt that a refresh was necessary." Those changes included the installation of new carpet, along with a healthy dose of Dynamat to keep

things quiet and cool. The seats were also reupholstered, and as was the case under the hood, a few billet items like window cranks, striker bolts, and vents were installed.

For all their work, Don and Karen have had a ton of fun putting this car together. They show the car at many local and national events, yet their most prized wins have been at the Super Chevy Show in Petersburg, Virginia. The Camaro has been recognized as a class winner two years in a row. By his own admission, it has been expensive to put the '71 together, yet being in the right place at the right time and finding a pile of unexpected cash has certainly made the sting less painful. *STB*

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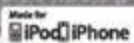
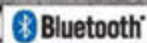
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WE FOUND THE MUSIC'S STILL ALIVE WITH THIS PRO STREET NOVA.

✍ Rod Short 📷 the Author

When Don McLean recorded and released the song "American Pie" in 1971, almost immediately people began trying to decipher the meanings behind each ambiguous verse. McLean himself acknowledged that while some refer to Buddy Holly's plane crash other verses make reference to events he wasn't going to divulge. While his song lyrics may remain an enigma, other pieces of '70s Americana are much more obvious in their meaning. We'd say C.W. Looney's immaculate 1970 Nova makes a statement no one could possibly misinterpret.

"I decided I wanted to build a Pro Street to play with," Looney said. "I happened upon the car in West Virginia. The motor was blown up and the interior was gutted. Somebody had started redoing the car and hadn't been able to finish it. I bought it a week later for \$6,500."

Of course, third-generation Novas are something of a holy grail for many enthusiasts. In response to declining sales, a complete redesign resulted in a larger car in 1968 with newer options, a front subframe and, of course, the 396 big-block. The Chevy II moniker was gone, but buyers didn't look back as they opened their wallets for all different flavors, including Super Sports.



MERICAN PIE

By 1970, however, the SS396 was in its final year. The model 11427 two-door, eight-cylinder coupe (as it was known in factory jargon) was built at the Willow Run assembly plant, just outside of Ypsilanti, Michigan, and came with several flavors of Chevy V-8 power. The Turbo-Fire 307 was the base engine, while the L65 Turbo-Fire 350 was an option for those inclined towards more spirited driving. At the top of the food chain was the L48 Turbo-Fire 350, which came with the Super Sport option only. Riding on N66 sport wheels with factory E70 14x7 tires, popular options on the 1970 Nova included the A51 front bucket





seats, J12 front power disc brakes, and N10 dual exhaust. Those more interested in creature comforts found the C60 Four Season air conditioning expensive, but worth the money.

Of course, hot rodding projects don't always go as smoothly as one would hope or expect. Looney's Nova

spent six years in and out of shops not only because of how slow things went sometimes, but also because of the quality of the work. Things turned around, however, when he found Todd Wilson at the now defunct Complete Auto Restoration Service in Greensboro, North Carolina.

For the dropped suspension on Looney's Nova, a Chris Alston's Chassisworks coilover front suspension kit uses tubular upper/lower control arms with double-adjustable VariShocks and Wilwood disc brakes with 11.25-inch diameter rotors and four-piston calipers. Back at the rear of the car is a



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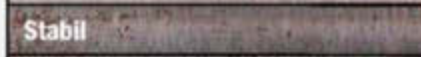
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Chassisworks g-Bar coilover suspension with a 9-inch rear, 3.90 gears, and Wilwood discs. Polished, deep-dish Mickey Thompson wheels wrapped in massive M/T 33x22x20 DOT tires at the rear make up the eye-catching rolling stock.

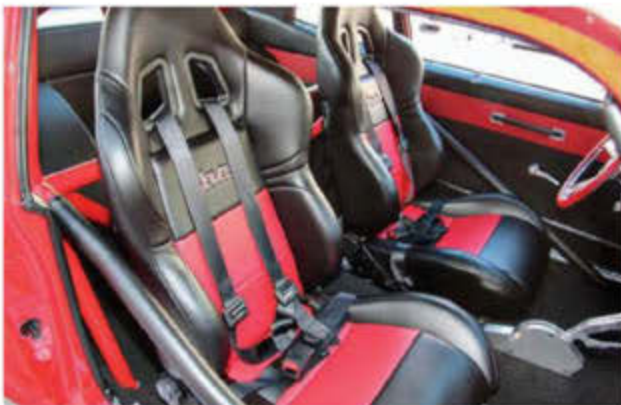
Looney's choice of the ZZ572/620 crate engine was a good one, as this remains the most powerful naturally aspirated factory crate engine available today. With a tall-deck block featuring a 4.560 bore, the stout reciprocating assembly is made up of a forged 4.375-inch stroker crank. The similarly forged rods push and retract 9.6:1-compression pistons into the aluminum, rectangular-

port heads containing 2.25/1.88-inch valves. An MSD distributor helps light the fuel mixture while ceramic-coated Dynatech headers dump the spent gases through a 3-inch exhaust system with Flowmaster Super 44 series mufflers. Behind the ZZ572 is a B&M Street and Strip TH400 with a Greg Slack 3,000-stall converter. With an AED-prepped Holley 750-cfm carb providing 92-octane pump gas, this crate engine makes 620 flywheel horsepower at 5,500 rpm and 650 lb-ft of torque at 4,500 rpm for plenty of go on demand.

Since Looney set his car up as a street cruiser more than anything else,

he didn't want an interior that was over-the-top. As such, the Summit seats and door panels were finished in a color-coordinated leather with a custom billet steering wheel, B&M shifter, and a custom in-dash gauge array. A basecoat/clearcoat application in hues of brilliant Viper Red results in a glossy finish that turns a lot of heads.

While the classic muscle car era was dying fast by 1971, C.W. Looney's 1970 Pro Street Nova takes many back to a place where classic Americana is still alive and well. Another slice of pie, anyone? **SC**



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This skidding sideways condition can be leaving the line at the drags or straightening out a car dangerously careening off the road in a rainstorm. Needless to say, the faster one can exit the grasp of either situation the better. If the car is sideways, your pass is already ruined. Another thought to ponder is whether the amount of time saved getting a drag car back pointed straight faster offsets the minimal amount of parasitic loss encountered, we'd say it does.

Moving on to other considerations, unless one uses their car to double as an exercise machine, manual steering is not the way to go for a street-driven

Chevelle. The added effort to park a manually steered car can lead up to strained neck and shoulder muscles, not to mention making the driver look goofy trying to parallel park.

During the course of researching where to source the parts needed to convert our 1967 SS396 Chevelle into a PS car was a learning experience and shed new light on why manufacturers don't always include directions. It would seem to the casual observer if you've seen how one 1966-'67 Chevelle is equipped with power steering you've seen them all. Not true, and we confirmed this at Original Parts Group's annual classic car show, where Chevilles make up a huge portion of the field, and discovered very few early Chevilles shared a similar setup.

The beauty of Classic Performance Products complete power steering conversion kit for the early big-block Chevelle is it features the CPP 500 Series quick-ratio 14:1 power steering box and includes all the hardware needed to install, except for a V-belt. The before-and-after results were amazing. Beyond a radical improvement over stock manual steering, the CPP 500 Series steering box is better suited over the OE (original equipment) 800 series power steering box because it isn't over-boosted to facilitate parking, which sacrifices road feel and undermines performance handling. *SB*

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1

As shown in this image, removing the alternator and cast-iron alternator mounting bracket allowed for a straight shot to the stock Chevelle manual steering box.

2

The single-groove V-belt pulley used to drive the water pump/cooling fan and alternator was removed by unbolting three bolts. Then the double-groove V-belt pulley included in CPP's kit was installed.

3

Our first step to removing the manual steering box was to disconnect the rag joint (steering coupler).

4

Next, the cotter key on the pitman arm was removed by cutting the ends with diagonal pliers (side-cutters) and then easily extracted with a glass tool.

5

The castellated nut was loosened but not removed. Then, with a quick hammer rap to the side of the drag link the joint broke free. If this didn't work, a pickle fork would have been the solution.

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- 1982-87
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- Monte Carlo
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- 1970-72 Chevelle
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6 Three bolts hold the steering box to the framerail. One is inaccessible without removing the driver-side front bumper brace. Bumper alignment: The first step was to scratch a line to indicate where to remount the bumper.

7 Next, the bumper brace was completely unbolted from the framerail (two bolts) but it was only necessary to loosen the brace where it attached to the bumper with a chrome bumper (carriage) bolt.

8 Without using a pitman arm puller it was necessary to drop the steering links from the idler arm as well as the pitman arm to free the steering box.

9 Once completely disconnected, the manual steering box dropped out from the bottom of the car.



10

To replace the non-power steering single-groove pulley and install the double-groove pulley included in CPP's kit a pair of jaw locking pliers was used to hold the pulley still. Special care was taken not to touch the radiator fins. We reversed the steps to install the double-groove pulley.

11

Installing the CPP 500 Series box was a direct bolt up to the existing holes in the frame. The rag joint was bolted and new CPP pitman arm installed. Note there is an early and late style pitman arm. The difference is the degree of the drag link pin.

12

Not likely in every instance, but for our installation a test-fit of the power steering pump revealed the return line on the pump ran directly into the path of the two hoses connecting to the steering box.



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13

A standard tubing bender would not fit, so very carefully we made a cold bend with a Phillips screwdriver inserted into the return tube.

14

The cast-iron alternator mount had to be installed first and then the stamped-steel power steering pump bracket included with the CPP power steering conversion kit fit.

15

The power steering bottom mounting bolt was installed before the pump pulley was installed. Note an open-end wrench held on the flat of the pump shaft prevents movement while tightening.

16

It was imperative to ensure the power steering lines (hoses) were routed away from the whirling V-belts. Note the CPP double-groove pulley on the harmonic balancer is visible.

17

Over tightening the power steering pump V-belt is a common mistake that will destroy bearings. A properly tensioned V-belt will be able to twist completely onto its side.



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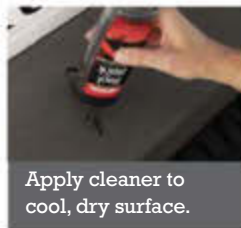


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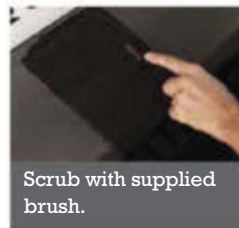
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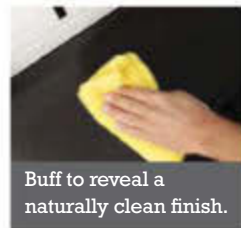
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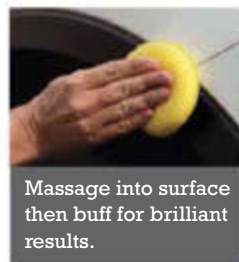


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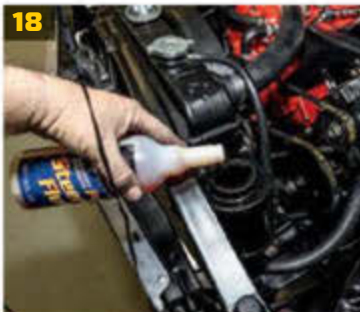


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18



19

18
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19
Sans alternator we started the engine, turned the steering lock-to-lock to initiate pump pressure, and then checked (watched) to ensure the V-belts weren't rubbing the power steering hoses. The alternator was reinstalled and the job was done.

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Here is a fact that every big-block Chevy enthusiast knows (or thinks they know): Oval port heads are only good for low-rpm, low-horsepower passenger cars and trucks and rectangle-port heads are for making serious power. Given the choice, what Chevy enthusiast in their right mind would pick oval-ports over a set of rectangle-port heads for their performance build?

The reason behind the loyalty to a particular port shape is the marketing employed for years by both Chevrolet and the aftermarket. From the very beginning, performance big-blocks like the L72, L88, and LS6 all came factory equipped with the performance-oriented rectangle-port heads. The aftermarket followed suit by offering their own versions of these popular casts, and so it went for big-block owners. It is tough to combat this type of marketing, but the reality is that performance cylinder heads are not port-shape specific. Quite the contrary, performance heads are (like all parts) application specific.

This test of the AFR 265 oval-port heads is a perfect example of application-specific cylinder heads. It also serves as a classic example of not only how sometimes less really is more, but also how oval-port heads sometimes offer more performance than rectangle-port heads. For an all-out 565 or 572 stroker, sure, we'd choose big rectangle-port heads, but what about a little 396? For that application, huge port volumes might not be the way to go and the oval-port heads might be a better choice, unless you planned on zinging the mini big-block past 8,000 rpm.

How about a 600hp 454? Given that the baddest factory 454 (the LS6) was only rated at 450 gross hp, and it sported rectangle-port heads. So, should something making considerably more power be sporting the same head gear? We decided to flesh out our theory that oval-port heads actually belong on a 600hp 454 by doing a little test. To illustrate just how impressive the current crop of oval-port heads are, we built a healthy 454 test engine and ran two sets of heads back-to-back on the engine dyno. The 454 in question actually displaced 466 cubic inches thanks to an overbore. The four-bolt short-block's main players are a Scat/JE forged rotating assembly and a Comp Cams Xtreme Energy XR294HR hydraulic roller cam. The XR294HR offered a 0.540/0.560 lift split, a 242/248 duration split, and tight 110-degree LSA. Comp Cams also supplied a double roller timing chain, hardened pushrods, and stainless roller

1



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rockers for our big-block. Additional components included a Milodon oiling system, including pan, pickup, and internal windage tray; an Edelbrock Victor Jr. intake (Weiand Team G with stock rec-port heads) manifold; and Holley 950 HP carb. Exhaust exited through a set of 2.25-inch dyno headers and spark was provided by a complete MSD ignition, including billet distributor, plug wires, and Digital 7 amplifier.



1
Are these heavy, cast-iron, rectangle-port BBC head still the hot setup?

2
Thanks to big 320cc intake ports and a 2.19/1.88 valve package, the big rectangular-ports offered decent peak flow numbers. Unfortunately, the power potential offered by the flow numbers was never realized on the dyno.

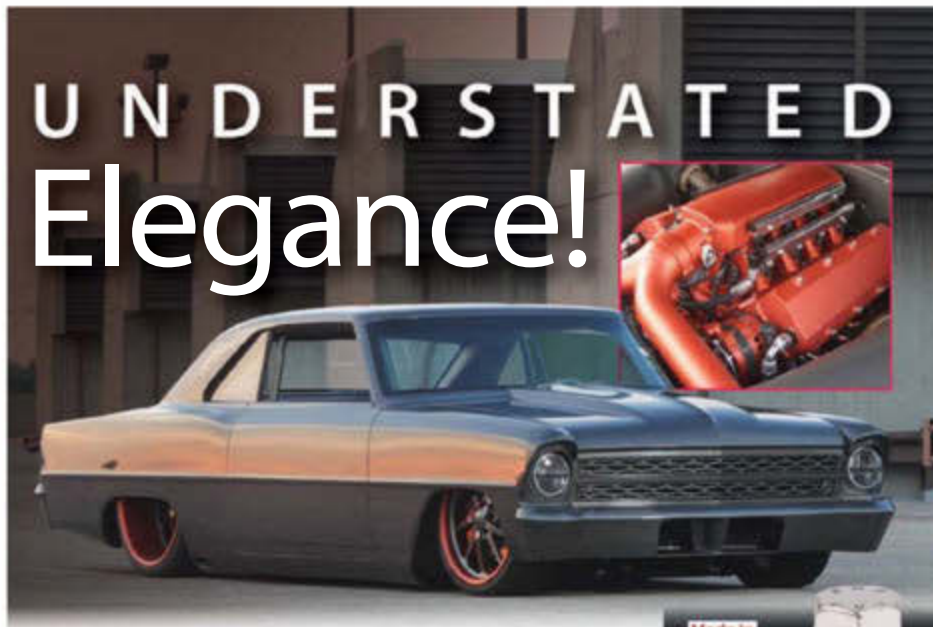
3
The 466 BBC test engine featured forged internals from Scat and JE pistons as well as a healthy XR294HR hydraulic roller cam from Comp Cams. Ever present were the ARP head studs and Fel-Pro head gaskets.

4
Comp Cams also supplied a set to 1.7:1 roller rockers and hardened pushrods. The stock heads were upgraded with a valvespring package from Comp Cams to eliminate valve float.

The dyno test involved comparing a set of (way too heavy) stock rectangular-port heads (088 casting number) to a set of (comparatively light) AFR 265s. The open-chamber, rectangular-port heads featured 119cc chambers, a 2.19/1.88 valve combination, and a Comp Cams valvespring upgrade for use with our hydraulic roller cam. Since power is a function partly of head flow, we flow tested each head before the dyno session. The stock heads checked in with peak flow numbers of 328 cfm while the AFRs flowed 345.

Putting these numbers into perspective is the common rule of thumb that the power potential of a cylinder head is roughly twice the maximum airflow through one port. Most mild street engines never achieve this level, while dedicated race engines often exceed this rule, but the formula is nonetheless accurate (also makes for easy math). If we apply this airflow formula, we see that the factory rectangle-port heads can support over 600 hp. The question is now, does that potential equate to real power? *SB*

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5

The rectangle-port heads required a dedicated intake. We relied on a Weiland Team G single-plane intake topped with a Holley 950 HP carburetor.

6

To ensure adequate exhaust flow, we selected a set of 2.25-inch dyno headers.

7

As always, we performed minor jetting and timing sweeps to maximize power production. After tuning, the iron-headed 466 produced peak numbers of 541 hp and 513 lb-ft of torque. Torque production with the rectangle-port heads exceeded 500 lb-ft for a 1,100-rpm spread, from 4,400 rpm to 5,500 rpm.



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8 Despite offering intake ports that were nearly 40cc smaller than the factory rectangle-port heads, the AFR 265s offered more flow and power. The heads were equipped with a spring package that allowed us to safely rev the BBC to 6,500 rpm.

9 Like the factory rectangle-port heads, the AFRs were equipped with a 2.19/1.88 valve package, but the AFRs also offered a smaller (112cc), fully CNC profiled combustion chamber.

10 With peak flow numbers of 345 cfm, the smaller AFR 265s out-flowed their stock counterparts. All the more impressive is the fact that the AFRs offered massive mid-lift flow gains, as much as 52 cfm at 0.400 lift. Exhaust flow was even more impressive, as the AFRs out-flowed the stockers by over 80 cfm! More flow through a smaller hole equals more power.

11 With the Rat still hot from the previous dyno pull, off came the stock heads and on went the AFRs. Lifting the aluminum AFR BBC heads, very cool. Lifting the iron BBC heads, not so much.

12 We made sure to install the Fel-Pro intake gaskets with care.

13 On went the Edelbrock Victor Jr. (oval-port) intake manifold.

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14

Run once again with the Holley 950 HP carburetor, the AFR-headed 466 churned out peak numbers of 622 hp and an amazing 569 lb-ft of torque. Not only was peak power up, but the oval-port heads improved torque production throughout the entire rev range.

15

Airflow Numbers.

16

While everyone will talk about the big peak power gains (622 hp vs. 541 hp), the reality is that this graph illustrates so much more. Check out not only the big gains at the top of the rev range but that gains were offered from below 3,500 rpm right past 6,500 rpm. The only thing better than having more peak power is having more power everywhere. You will enjoy the torque gains on a daily basis, even without having to zing the engine to redline. Credit the massive flow through small port volumes for the impressive average power production.

14



15

AIRFLOW DATA: CFM @ 28-INCHES OF HG

Lift	STOCK 088		AFR 265	
	Intake	Exhaust	Intake	Exhaust
0.050	32	27	37	30
0.100	75	56	73	63
0.200	143	112	164	141
0.300	204	142	241	196
0.400	246	166	298	236
0.500	287	188	332	260
0.600	318	192	342	274
0.650	328	197	345	280

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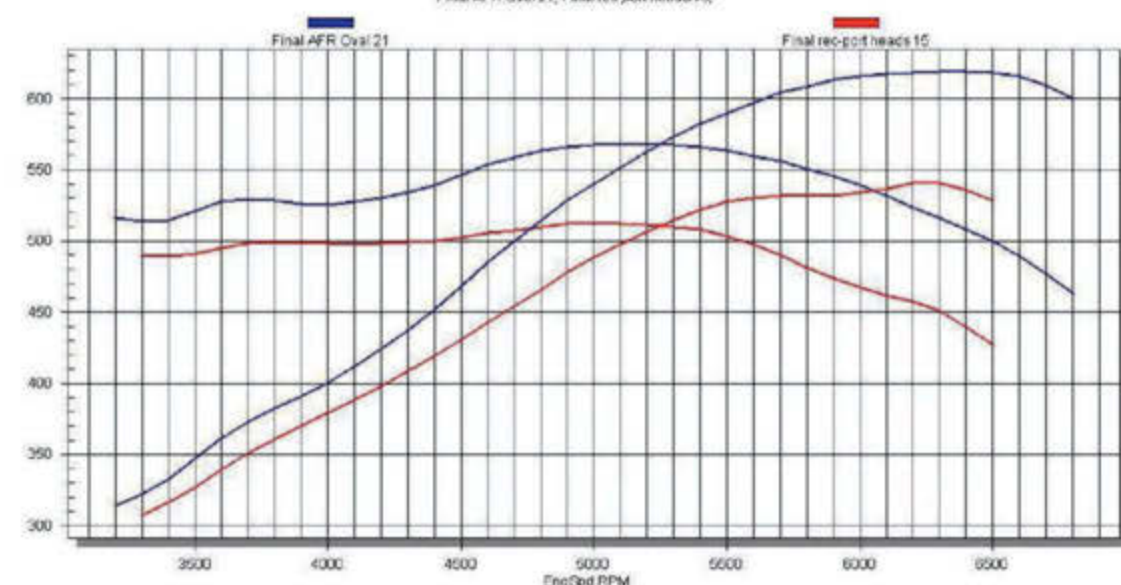
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WOODY'S HOT RODZ BREATHES LIFE INTO GIVEAWAY '55 CHEVY.

If you are a Tri-Five enthusiast, you know two things: the name Woody's Hot Rodz and that the inaugural Danchuk Tri-Five Nationals presented by Super Chevy and produced by Woody's Hot Rodz is just around the corner. The '55-'57-exclusive event will take place August 14-15, 2015, at Beech Bend Raceway in Bowling Green, Kentucky; and, with over 750 cars pre-registered, is looking to be the largest gathering of '55-'57 Chevys in history.

Fun fact: The current record is 775 cars at the Classic Chevy Club International Convention in Dearborn, Michigan, back in 1989.

In order to make the event even more special, Woody's Hot Rodz has teamed up with a dream team of manufacturers to build a '55 Chevy to give away at the event. The car, which is currently in progress, is stuffed with top-shelf components and is being assembled in Woody's own shop by their expert hands.

"I only do '55-'57 Chevys," said Woody's owner, and longtime *Super Chevy* magazine friend, Chris Sondles. "I believe you do what you know, and I know these." When the idea for the Tri-Five Nationals was set in motion, the team began to brainstorm ideas to make it as big as possible.

"We thought, if we are going to promote this, let's give away a car," said Sondles. "The Tri-Five Nationals has already taken on a life of its own." It wasn't a hard sell to get the crack team at Woody's to go to work on one of their all-time favorite vehicles.

The goal of the build is to piece together a '55 just like a guy on a budget would do in his garage. "We decided to build this like a guy at home would," said Sondles. "The premise was to build the car for under \$55,000."

In order to keep the giveaway car, which is sponsored by Golden Star Auto, under the target budget, the team at Woody's decided to base the build on a factory frame. In addition to fiscal friendliness, the frame is also



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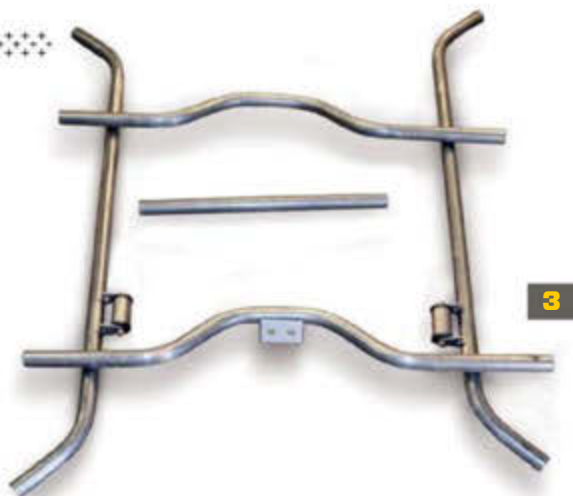
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2 After returning from the blaster, the team at Woody's coated the refreshed frame in black paint.

3 This X-member from Woody's Hot Rodz helps strengthen the original '55 frame.

4 Here is a shot of what the finished X-member looks like when installed in the frame. Note the tubular transmission crossmember.

5 The Viking coilovers use a through-bolt mounting style. The threaded holes in the Woody's tubular arm are easily punched out with a hand drill.

6 After packing the bearings with grease, they are installed into the rotor and a grease seal is driven in.

7 The Woody's tubular control arms are mounted onto the '55's framersails.

8 The rotors are slid onto the stock-style spindles and the castle nuts are torqued and pinned into place.

home to the factory VIN stamping, which allows the vehicle to be titled as an original Tri-Five.

The first step of the project was to send the stock chassis out to the sandblaster. After decades worth of gunk, grime, and god-knows-what-else was stripped, the crew at Woody's coated the bare steel in black paint and set about stiffening up the chas-

sis with their weld-in X-member. The brace strengthens the frame and also provides a more rigid attachment point for the transmission mount.

With the frame shined up and fortified, it was time to move on to the suspension and steering components. The basis for the frontend was a set of Woody's tubular control arms (PN WHR-10240). These, in conjunction

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9

A liberal coating of antiseize on the threads of the Viking shocks will allow the spring perches to be easily adjusted for ride height and keep the aluminum from galling.

10

With the holes in the lower arms modified, the Viking shocks, complete with springs can be installed and slotted into the upper chassis mounts.

11

The complete front suspension not only features modern shocks and stronger/lighter control arms, it has also been upgraded with a bolt-on power rack-and-pinion system from Unisteer and disc brakes from Right Stuff Detailing.

12

At the back of the car, Right Stuff Detailing disc brakes are utilized to make the car safer and more fun to drive. This style caliper features an integrated parking brake.

with a set of Viking double-adjustable, aluminum-bodied coilovers (PN VIK-VTK208-450T), will handle suspension oscillations with ease. Also, the shocks feature 361 possible valving combinations, allowing the car to be perfectly dialed in to the owner's liking.

The control arms bolt in place of the stock stamped pieces, but offer superior rigidity and incorporate increased caster into their design. Because the arms are built to accommodate stock-style shocks, their tapped shock boltholes need to be drilled oversize for the Viking shock's through-bolt mounting style. This is a quick and painless procedure easily accomplished with a hand drill.

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In between the control arms are bolted stock-style spindles that have been upgraded with modern disc brakes from Right Stuff (PN RSF-FSC554XXC). The kit Woody's has put together includes virtually everything needed to ditch the ineffective stock drums at all four corners. It includes a booster, master cylinder, brake pads, flex lines, all brackets, hardware, and

even pre-bent brake lines specific to the Tri-Five chassis at hand. The kit also includes new bearings and seals, which the guys packed full of grease and drove into the rotors before snug-ging down the spindle nuts.

At the back of the frame resides an original axlehousing that has been filled with a refreshed 3.55:1 gearset, bearings, and seals. "These housing are

really common," said Sondles. "Chevy made so many of them, you can still find a good core." Again, to make the car safer and more fun to drive, the stock rear drum brakes were swapped out for a set of 11-inch disc brakes from Right Stuff Detailing. The modern one-piston calipers also feature an integrated mechanical parking brake.

Linking the Viking shocks to the frame is a Woody's Rear Shock Crossmember (PN WHR-10236). This piece adds strength to the frame and gives the shocks a sturdier mounting point. It can also be used on cars that have had the leaf springs relocated inboard of the frame for tire clearance.

Next up was the steering system. Rather than rely on an original style steering box and drag link, Woody's upgraded the steering to a more precise, and easier to cruise, power rack-and-pinion setup sourced from Unisteer. The kit bolts in place of the factory idler arm and steering box, and is "absolutely brainless to install," according to Sondles. A Unisteer steering shaft adapter kit will help mate the rack to a modern steering column later down the line.

The chassis side of things is almost completely buttoned up and rides on Cragar rolling stock with Coker Tire Firestone bias-ply blackwall tires out front and whitewall Firestone Dragster Cheater Slicks in the rear. If that wheel/tire package doesn't scream nostalgia, then nothing does.

In between the now-sprung framerails, sits a Chevrolet Performance 195-horsepower crate engine, donated by Hirlinger Chevrolet. The engine, which is topped with a Holley intake manifold and carburetor, may not win many drag races, but at \$1,700 for a complete long-block, it is a tried-and-true, budget-friendly mill that will take this heavy Chevy wherever its soon-to-be-decided owner desires to

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13



13

The car retains an original axle that has been refurbished with 3.55 gears, new bearings, and seals.

14

The heart of the '55 build is this Chevrolet Performance 195-horse crate engine. Topped with a Holley intake manifold and carburetor, this combo will cruise the car anywhere its owner desires to go.

15

The complete chassis is nearly roadworthy and just waiting on a Woody's reproduction body shell to land on its back.

14



15



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go—reliably and for years to come.

Backing the small-block is a Phoenix Transmissions 700-R4. The trans, which is rated for 450 horsepower, has over 40 durability upgrades compared to a factory unit. And, with its overdrive final gear, will make for perfect cruising and great fuel economy. These transmissions are sold through Woody's and offer a 30-month, 50,000-mile warranty.

While it may not look like a Tri-Five just yet, this car is well on its way to completion, and next month you'll see the body dropped over the frame-rails and the project literally start to take shape. But, before we end our first segment on the buildup, here are the specifics on how you can end up driving this beautiful car home.

In order to win, there are a few things an enthusiast has to do. One, you need to be at the Tri-Five Nationals in Bowling Green, Kentucky, on August 15, when the winner is announced. Secondly, you need to register for the drawing by noon on

WOODY'S HOT RODZ REPRODUCTION BODIES

The Tri-Five Chevy has been around long enough to cement itself as one of the most iconic Bow Ties of all time. The only downside to that long-running reign is that finding a rust-free, nearly 60-year-old body can be tough, if not impossible. Woody's Hot Rodz has worked hard to change that and give customers an alternative to needing to repair six-decades worth of rust and damage. That solution is their reproduction bodies. Woody's offers complete shells for '55-'57 Chevys available in sedan, hardtop, and convertible configurations. Their '55 and '57 bodies are even officially licensed by General Motors.



"Our bodies are built the way Fisher built bodies," added Chris Sondles. "They are 100 percent brand new." The only original component that is added onto the bodies is the dashboard. "We could make new ones, but they are so plentiful and it gives the car a little bit of nostalgia," Sondles adds.

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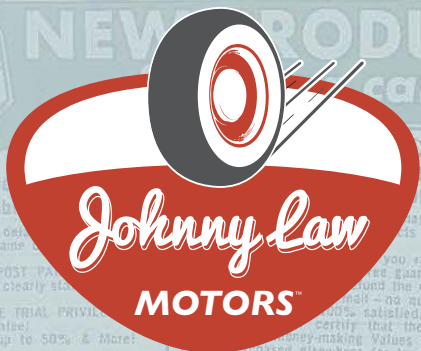
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that same Saturday (8/15). Registration can be accomplished at www.TheTriFiveNationals.com. Get over to the site and throw your name in the hat as soon as you can; but, more importantly, make sure to come visit us at the event and see the finished car in person. Who knows, maybe it'll be yours. *SB*



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Coker Tire

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Holley Performance Products

866-464-6553
holley.com

Hiringer Chevrolet

812-638-4338
hiringerchevrolet.com

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16

16

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67181/62300



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RETRACTABLE AIR HOSE REEL WITH 3/8" x 50 FT. HOSE
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LOT 93897 shown
69265/62344



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WOW SUPER COUPON

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US & GENERAL TOOL
LOT 68784 shown
69387/62270/62591



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41063554

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SUPER COUPON

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98895 shown



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SUPER COUPON

PITTSBURGH 3 TON HEAVY DUTY STEEL JACK STANDS
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69597/61196/62392



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LOT 67847 shown
61454/61693



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SUPER COUPON

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NewMaster
LOT 60405/61524
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"Impressive Accuracy. Amazing Value" — Car Craft Magazine

1/4" DRIVE LOT 2696/61277
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239 shown

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1/2" INDUSTRIAL QUALITY SUPER HIGH TORQUE IMPACT WRENCH

SAVE \$55

LOT 62627
68424 shown

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61858/69512 shown

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8" 5 SPEED BENCH MOUNT DRILL PRESS

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900 PEAK/700 RUNNING WATTS 2 HP (63 CC) 2 CYCLE GAS RECREATIONAL GENERATOR

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2 PIECE VEHICLE WHEEL DOLLIES

PITTSBURGH
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• 1500 lb. Capacity

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350 LB. CAPACITY SERVICE CART WITH LOCKING DRAWER

US • GENERAL
LOT 61161/90428 shown

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10 FT. x 20 FT. PORTABLE CAR CANOPY

LOT 60728
69034 shown

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WOW SUPER COUPON

MECHANIC'S GLOVES

NEW HARDY
MEDIUM LOT 61235
62434/62426
LARGE LOT 93640
60447/62433
X-LARGE LOT 93641
60448/62437
62428
62429 shown

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3 PIECE TITANIUM NITRIDE COATED HIGH SPEED STEEL STEP DRILLS

LOT 91616 shown
69087/60379

Drill 28 Hole Sizes

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WOW SUPER COUPON

12,000 LB. ELECTRIC WINCH WITH REMOTE CONTROL AND AUTOMATIC BRAKE

BADLAND
LOT 61256
60813/61889
68142 shown

SAVE \$300 **\$299.99** **REG. PRICE \$599.99**

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WOW SUPER COUPON

5 PIECE PLIERS SET

LOT 69352/69351 shown
69353/62597/62598

SAVE 55% **\$8.99** **REG. PRICE \$19.99**

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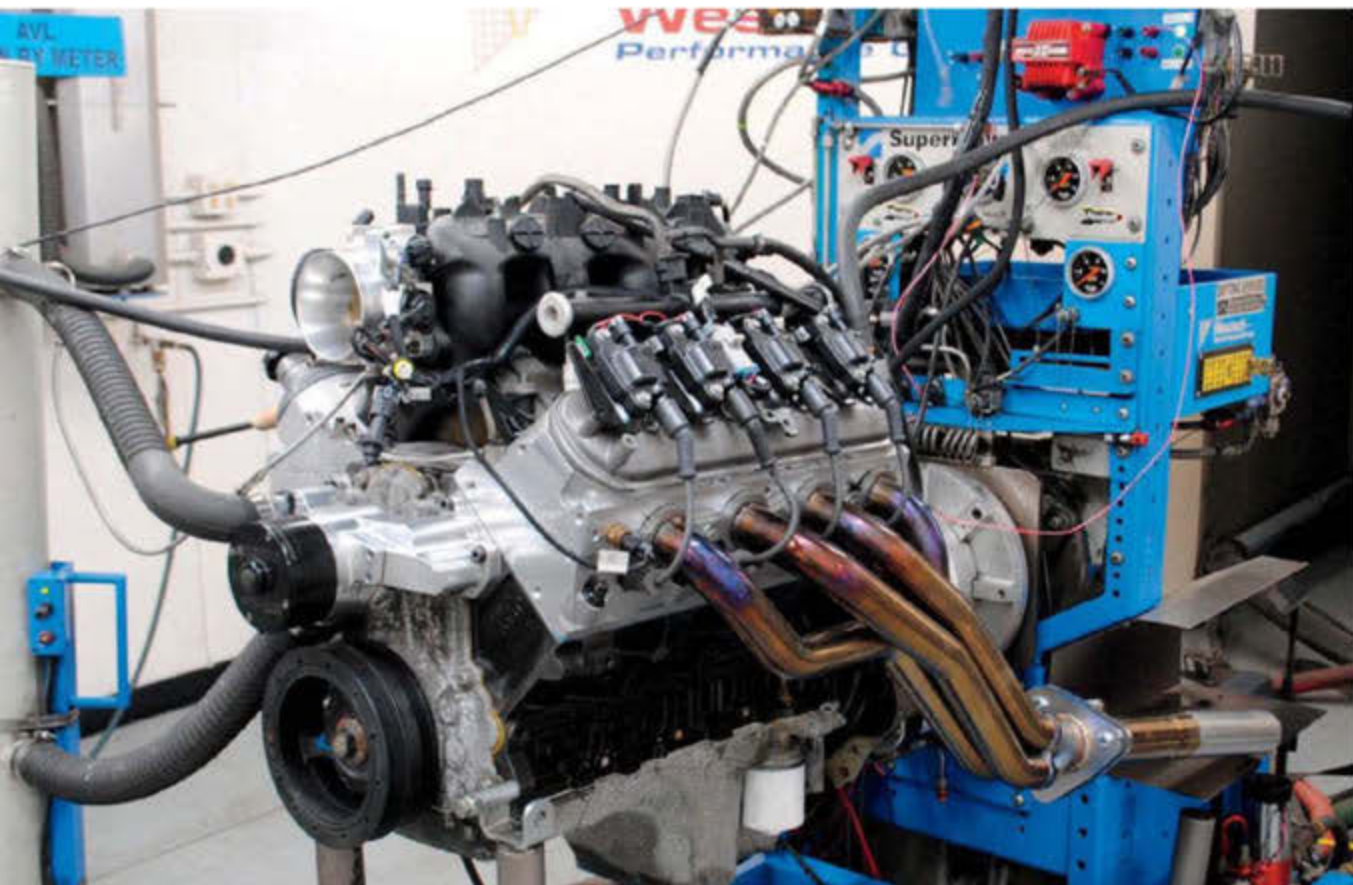
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MAXIMIZING MINI

ADDING A CAM AND HEADS; MINI MOUSE, PART 2.



Well, SUPER CHEVY fans, we're back with another installment of Mini Mouse. The smallest of the LS family, the 4.8L LR4, Mini Mouse was aptly named. But just because it is displacement-challenged, don't count out the LR4. For the uninformed, the 4.8L shared the block and bore size with the larger 5.3L, but the 4.8L made due with a shorter 3.267-inch stroke (the 5.3L has a 3.622-inch stroke). Since the 4.8L and 5.3L share the same piston compression height, the difference in stroke was made up with the use of a longer connecting rod in the 4.8L (6.275 vs. 6.098). Enthusiasts are quick to point out the rpm potential of the short-stroke LS, a feature we plan on exploiting in the not-too-distant future. For now, we need to concentrate on getting more power out of the little 4.8L, and what better way than with a cam and head upgrade?

In part 1 of the Mini Mouse series, we treated the 4.8L to a mild Crane cam followed by a pair of carbureted intake manifolds. For this round, we decided to stick with fuel injection, get more aggressive on the cam timing, and top things off with a head swap. A word of warning is in order here with regards to cam timing on the little 4.8L. The 4.8L does not need much cam timing to be a serious performer, so

resist the temptation to go too big with a cam. Case in point, we added a relatively mild Crane cam with 224 degrees of intake duration and this pushed peak power production up to 6,800 rpm. Before making any changes, we first installed Mini Mouse back on the dyno and established a baseline with the stock cam, heads, and intake. In anticipation of the cam swaps, the stock 706 heads had been upgraded with beehive springs from Comp Cams (PN 26918). Run in stock trim, the 4.8L produced 336 hp at 5,500 rpm and 345 lb-ft of torque at 4,700 rpm.

With Mini Mouse primed and ready for a trip on Mr. Toad's Wild Ride, the first order of business was to replace

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the factory camshaft. Out came the stock cam and in went a powerful profile from Crane Cams. The Crane cam offered 0.590-inch lift (intake and exhaust), a 224/232-degree duration split, and a wide 115-degree lobe separation angle. Installed in a 6.0L this would be considered a daily driver cam, but in the 4.8L this beast made peak power at nearly 7,000 rpm. Along with the cam we also installed a set of

Crane hydraulic roller lifters and hardened pushrods. Since our JE forged SRP pistons featured generous valve reliefs, along with the previously installed valvespring upgrade, the cam profile presented no problems. After tuning the Holley 50-pound injectors with the Dominator ECU we were rewarded with peak numbers of 414 hp at 6,800 rpm and 363 lb-ft of torque at 5,400 rpm. The power gains came with no



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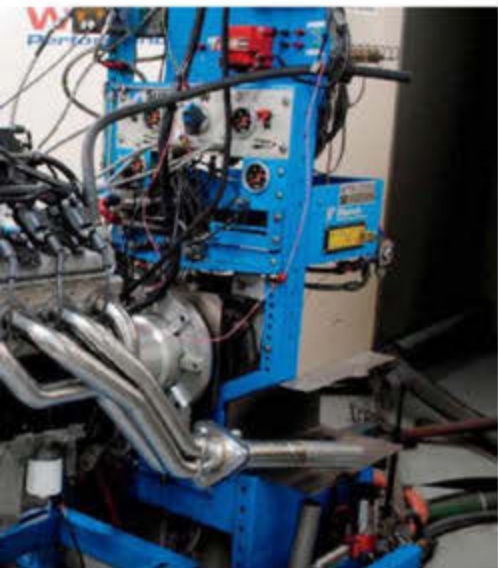
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1
Equipped with the stock cam and heads, Mini Mouse pumped out 336 hp at 5,500 rpm and 345 lb-ft of torque at 4,700 rpm.

2
In anticipation of future cam swaps, the stock heads had been upgraded with a set of beehive valvesprings from Comp Cams (PN 26918).

3
The cam upgrade for the 4.8L included this hydraulic roller from Crane Cams. The performance grind featured 0.590-inch lift, a 224/232-degree duration split, and 115 LSA. Mild by most LS standards, it was an aggressive combo for the diminutive 4.8L.

4
All testing was performed with the factory fuel rails feeding a set of Holley 50-pound injectors.

5
Tuning chores were handled by a Holley Dominator EFI system.

6
Out came the stock cam to make way for the Crane upgrade. Care must be taken not to damage the cam bearings or drop a lifter during the swap.

changes to the truck intake or factory cylinder heads. Measured peak to peak, the cam-only swap netted us an impressive 78 hp, but the gains exceeded 100 hp out near 6,600 rpm.

All it took to make Mini a 400hp Mouse was a simple cam swap, but we were far from finished. Next on the list was a cylinder head upgrade. The small bore and minimal displacement of the 4.8L required a dedicated cylin-

der head. After checking online, the ideal choice seemed to be the GenX 205 heads from Trick Flow Specialties. Checking in with 205cc intake ports, the heads maximized flow while minimizing port volume. More than just CNC-porting, Trick Flow altered the valve angles from 15 to 13.5 degrees to improve flow. They then beefed up the rocker pedestals to improve valvetrain stability and relocated the spark plug

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TECH Maximizing Mini

holes to further enhance mid-lift flow. We also liked that the GenX 205 heads featured 58cc combustion chambers, a 2.000/1.575 valve package, and dual valvesprings are easily capable of swallowing our near 0.600-lift cam. Need some flow numbers? How does 284 cfm (enough to support over 550 hp) sound? To maximize sealing, we installed our heads using a set of Fel-Pro MLS head gaskets and ARP head studs. Although overkill for the naturally aspirated combo, these would later come



7
With the stock cam removed, we installed the new Crane cam. We made sure to lubricate it before installation.

8
The Crane cam transformed Mini Mouse. Gone was the mild-mannered, gentle performer, replaced by a high-rpm speed freak! The cam swap increased the power output from 336 hp and 345 lb-ft to 414 hp at 6,800 rpm and 363 lb-ft of torque at 5,400.



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into play when we install the turbo, the blower, and the nitrous.

Once the heads were torqued in place, we installed the Crane hardened pushrods and factory rockers. With everything hooked up, we punched a few keys on the ol' keyboard and the TFS-headed Mini Mouse roared back to life. After some minor tuning, the head swap netted some excellent power gains. With the GenX 205 heads, the

peak numbers jumped to 442 hp at 6,900 rpm and 380 lb-ft of torque at 5,600 rpm. The head swap shifted peak torque by 200 rpm and peak power by 100 rpm. Every bit as impressive as the peak power gains was the fact that the heads improved power throughout the entire powerband, with gains increasing with engine speed. It should be pointed out that the limiting factor on this combination now was the factory

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9

With our cam swap a success, it was time for some head work. Off came the stock 706 heads to make room for a new generation of LS heads.

10

Supplied by Trick Flow Specialties, these GenX 205 heads were just what Mini Mouse needed.

11

The 205cc intake ports were not only sized properly for our displacement, they also offered exceptional flow. Sporting over 284 cfm, the smallest of the GenX offerings had the flow potential to support over 550 hp.

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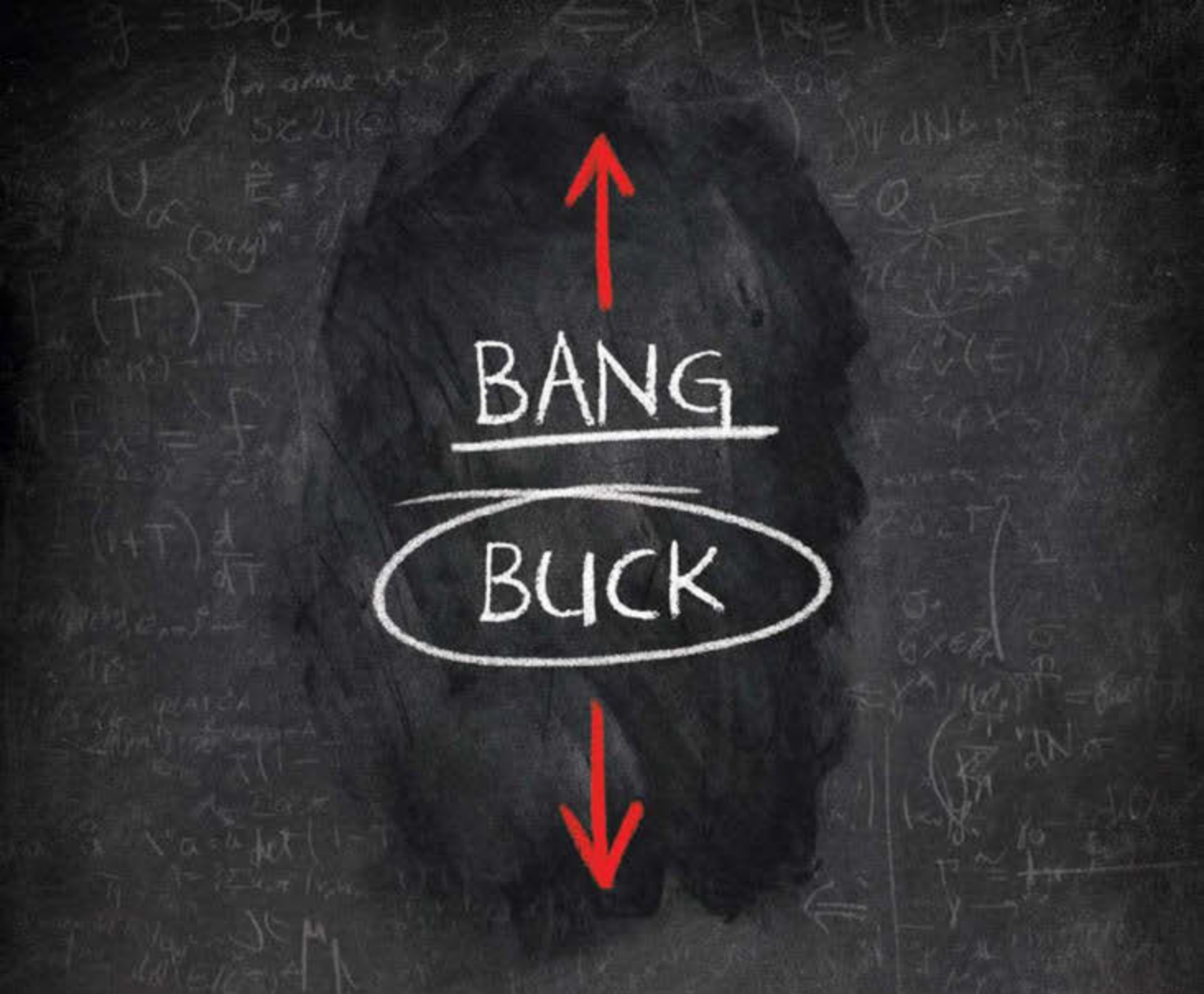
truck intake, as it was never designed for 7,000-rpm power production. What this combo needed was an intake, but how do you complain about adding more than 100 hp? In the next installment look for some boost as we demonstrate not just what a turbo adds to the mix, but what the cam and heads are worth under boost.

No matter how often we witness a cam swap on an LS, the power gains are always amazing. Installation of the Crane 224 cam in this 4.8L was no exception, as Mini Mouse responded like any good LS with an additional 78 hp.



12 Every bit as important as the flow was the fact that the 58cc combustion chambers were sized for the 4.8L's 3.78-inch bore. The GenX 205 heads also featured a 2.000/1.575 valve combo.

13 The GenX 205 heads were installed using a set of Fel-Pro MLS head gaskets and ARP head studs. A good idea for this naturally aspirated combo, the studs and gasket would be put to a real test once we added a turbo in part 3.



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14

It was necessary to grind down the locators on the factory rocker stands (as shown) to work with the GenX 205 heads.

15

Once installed, the GenX 205 heads increased the power output of the 4.8L from 414 hp and 363 lb-ft of torque to 442 hp and 380 lb-ft of torque.

16

What this combo needed now was an intake tuned to make power higher in the rev range than the stock truck manifold.

With the stock cam, the 4.8L produced 336 hp at 5,500 rpm and 345 lb-ft of torque at 4,700 rpm. After installation of the Crane cam, these numbers jumped to 414 hp at 6,800 rpm and 363 lb-ft of torque at 5,400 rpm. The cam shifted the torque curve higher in the rev range, but note that there was no trade-off in power anywhere for the massive gains at the top of the rev range.

In truth, this head swap had everything going against it since the stock 706 heads flowed more than enough to support the power needs of the

small-displacement 4.8L. The fact that the GenX 205 heads offered any power is impressive enough, but that the peak power jumped from 414 hp and 363 lb-ft of torque to 442 hp and 380 lb-ft of torque is even more amazing. Put these TFS heads on an engine that can take full advantage of the flow potential and watch it exceed 550 hp. We are just getting started with the 4.8L, but with the TFS heads and the Crane 224 cam, what this engine needed most was something better than the stock truck intake manifold. *SP*

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17
 Here is a sneak peek of Mini Mouse, part 3. We know what the cam and heads did naturally aspirated, but what are they worth once we add boost?

18
 Mini Mouse Cam Test. Stock vs Crane 224.

19
 Mini Mouse Head Test. Stock vs TFS GenX 205.

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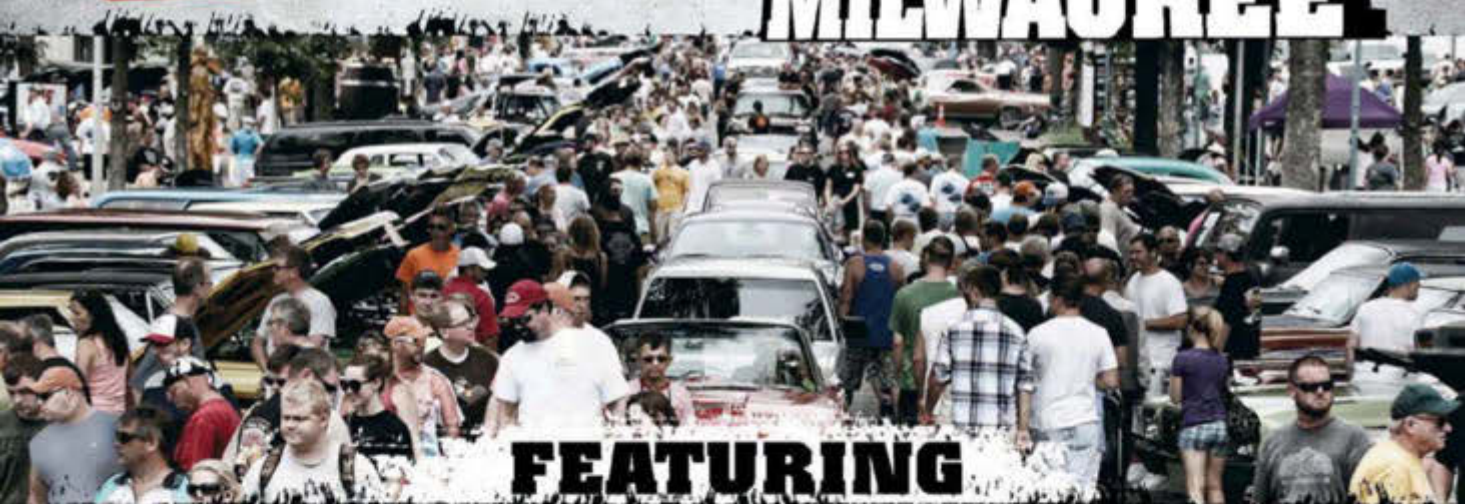
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We all love shiny paint and a killer engine bay, but when you think about it, the interior is far more important. Why? Because that's where you spend the majority of your time. Given this little tidbit of truth we think a nice interior should be way up the "must do" list of any Chevy lover.

The bad news is that a custom interior can set you back a sizable stack of cash. We're talking five-digit, spouse gives you a funny look, cash. The good news is that TMI is now churning out affordable interior parts that help you look like you dropped big coin at a custom shop. These soft goods, when combined with aftermarket interior parts from companies like Ground Up, can turn a worn-out or just boring interior into a show winner. And it can be done on something approaching a sane budget.

Rather than just making exact replicas of the parts that originally came in our Chevys, TMI focuses on making parts that fit the OEM seat frames but have a more updated vibe. According to TMI's Waylon Krumrie, "We wanted the interior parts to have a more modern style, but still be true to the car and not look out-of-place."

Their new Sport-R and Sport-XR seats have aggressive race-seat inspired side and thigh bolsters, French seams, and suede side inserts. Since they utilize the original factory seat frames, the overall cost of having killer seats in your Chevy are kept down. As for costs, these kits price out a bit more than buying a bone-stock looking reproduction interior and far less than a custom job. Recently, TMI has also come out with a lot more options, like a custom dashpad for \$500 and bolstered rear seats. And, unlike most of the OE reproduction parts, all the TMI interior bits are made in the good ol' U.S. of A. *STB*

1 Besides being stock, the interior of our 1967 Camaro was beat to hell. The car was getting ready for some modern drivetrain and suspension parts, so we wanted the interior to get updated as well.



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2 There wasn't a whole heck of a lot we could salvage from the interior, but between the new soft parts from TMI and aftermarket parts from Ground Up we found just about everything we needed. The floors in this Camaro were some of the nicest we've ever seen.

3 First up was a new trunk divider from Ground Up (PN ITD-3, \$15). It's the little things that make for a nice, finished project.

4 We also ordered some new seatbelts (PN SBL-1205-1000-K, \$110) since the original ones were pretty faded and time tired. Plus, new seatbelts give us a warm, fuzzy, safer feeling.

5 TMI's new one-piece Sport fiberglass headliner has several benefits over the stock "fabric over bows" deal. It comes precovered in UniSuede, which is far more modern looking and it's easier to install than a traditional bow-type headliner. It also yields a bit more headroom.

6 The material is pretty flexible and the whole piece was easily folded and inserted in from the side of the car. The entire kit runs just over \$300 and includes the sail panels, A-pillars, and visors. If you don't think that's a deal, go get a quote from a custom interior shop.

7 Once in place, a few self-tapping screws were used to secure it. The TMI kit also included sail panels covered in matching UniSuede. We ended up cutting holes in the sail panels to accommodate our RS-style interior lights.

8 The sides of the fiberglass headliner were held in place by the original rubber U-molding.

9 TMI also included matching UniSuede sunvisors with red stitching.

10 And here's the matching A-pillar cover. Aside from looking great, the A-pillar cover hides the screws that hold the front of the fiberglass headliner to the roof.

11 We opted to go with their Sport XR door panels for a more modern look and we really liked how the UniSuede stripes added a bit of contrast. To match the seats we chose a contrasting red thread for the stitching. The door panel kit, in our style, has a street price of just over \$500 and includes all four panels. Panels for 1968-'69 Camaros cost more (around \$1,100) since they cover more of the door and include top rails and weatherstrips.



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12

The door panels installed just like stockers. To finish them out we ordered new armrest bases and pads (PN ARM-kit-1, \$55) from Ground Up and for a more custom look some billet door handles (PN IDH-2014, \$84) and window cranks (PN IDH-2008, \$84) from Lokar Performance Products.



13

Our car was an RS and as such it had the narrower back seat. That wasn't a problem for TMI to cover, but given that we were moving to flat door panels it did leave a gap. The solution was to mate the new TMI rear panels to the original RS armrest and seat spacer. The end result came out pretty cool.

14

And here it is installed in the car. Like the front, we finished it off with a short billet window crank (PN IDH-2020, \$84) from Lokar.



15

Here's a peek at their new Pro-Series "RS Style" door panels. Like the other interior offerings, they come in a wide array of colors, designs, and styles.

16

The original back seat looked like, well, an old, original seat complete with sun rot and tears. Still, we needed it since the new back seat uses the factory seat frame.

17

The front seats are built on the stock frames (or aftermarket replacement frames from a company like Ground Up) and come in an array of styles. We went for their Sport XR with UniSuede accents, red stitching, and accent grommets. The full front and rear kit, including seat foam, has an MSRP of \$908. Keep in mind that their dealer prices are often 10-20 percent less.

18

The re-covered rear seat simply slid in place like a stocker, but the look is far from factory. You can also see the new plush carpet kit (\$150) we installed from TMI as well.



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19

19
TMI used our car to prototype this new bolstered version called the Sport-R. It can be ordered with or without the center console, and can be had in any style or color offered for the front kits.

23



20



21



22

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25

**20**

TMI also offers a line of center consoles that range from "shorty" versions that offer some storage and cup holders to this fullsize version that surrounds the shifter (retail price is a bit over \$600). Less cash than a reproduction stock console.

21

Like the rest of their parts, the center console just slid into place. For the shifter we cut the material where needed.

22

The battered stock sill plates were dragging down the rest of the interior so we picked up some polished billet ones from Eddie Motorsports (PN MS275-35P, \$275).

23

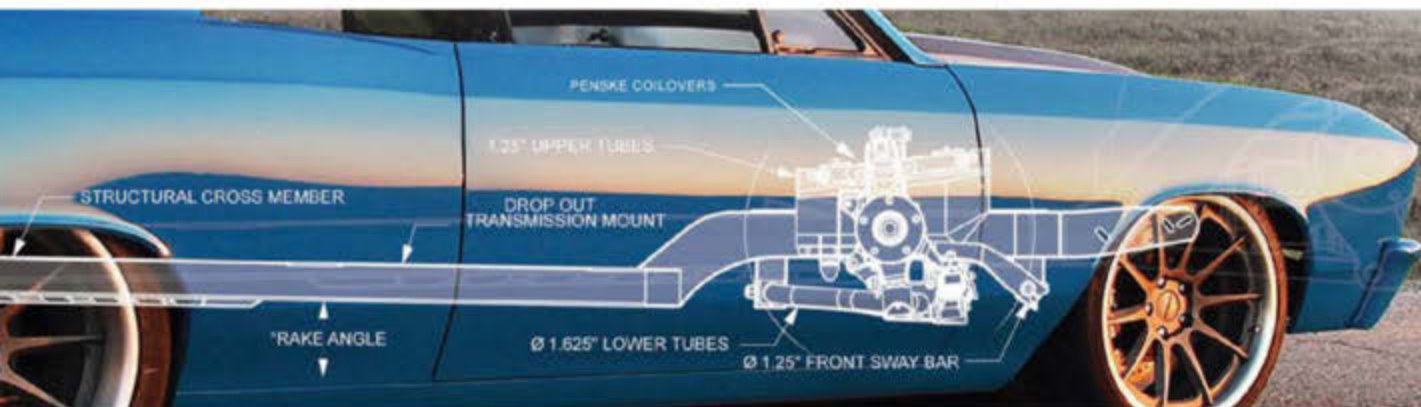
The final result is an interior that looks custom, but cost a fraction of what you would get billed for at an interior shop. Total street price for the headliner, sail panels, seats, foam, carpet, and door panels from TMI was just over \$2,000. Considering that a custom shop would charge between \$5,000 and \$10,000, it's a lot of bang for your hot roddin' dollar. Also, if you like a more OE style, you can roll with their Sport II line and shell out roughly \$1,300.

24

While we were at TMI they wanted to show us their new Sport XR trunk kit. Like the seats, this kit can be ordered in a variety of styles, colors, and options. The kit has a street price well under \$600 and is a great, cost effective way to get your trunk looking like a custom shop worked it over.

25

The first step was laying the carpet in place. The carpet had a short bracing bar attached to it which will help support the main bulkhead.



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26

The trunk lid cover attached with small pushpins. This required drilling a few holes in the bottom of the lid. Care was taken since we didn't want to put a dent in the other side of the trunk lid.

27

The main bulkhead just "snapped" in place and was held by friction on top and the bracing bar on the bottom. We also installed the panel that covered the taillights and gas-fill tube.

28

The two side panels were then installed and these serve to lock the other panels in place. You do lose some trunk volume, but the result is a show ready trunk that's wallet friendly.

29

Remember how we said TMI offers a ton of seat options? Well, here are just a few. In addition to Houndstooth and Comfortweave, you can have a standard or deluxe style, suede inserts, contrasting stitching, black or silver grommets, and they even do custom orders and materials. You can also see their new high-back seat posed in the middle. These kits are a great option for giving your Chevy that custom look without breaking the bank.



29

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LISA TAYLOR **1967 CAMARO**

Lisa Taylor grew up in Van Wert, Ohio, with her future husband, Tony, and spent her high school years driving a 1978 Camaro. In 1984, Lisa and Tony married and bought a 1969 Chevelle Super Sport. Tony joined the Army and the couples' move to Alaska was made without the Chevelle. The couple spent the next 22 years traveling the world and Lisa's dream of another Camaro was put on hold. Upon Tony's retirement from the service in 2005, the couple found this 1967 Camaro in Pocahontas, Arkansas. Six months after buying the '67 Camaro it spun a main bearing and that launched a two-year restoration project that earned the car its name: Money Pit.

"The project could have never been completed without the help of so many family members and Brian Duncan, a high school friend who took on the project as a favor to my husband. I've learned the restoration process is never completed and you must always have an open pocketbook."

Under the hood resides a 358-inch small-block with a Lunati .535/.550 lift cam, Holley 770 carb, and Canfield aluminum heads. To transfer power to a 4.10 rearend with an Eaton Posi there's a Performance Automatic TH350 with a Hughes 35 series torque converter. Cooling is thanks to a Griffin four-core radiator with dual electric fans.

Beneath the Camaro's bright-yellow Corvette paint there's a proverbial who's who list of great suspension and brake brands on the undercarriage. A CPP master cylinder and brake booster



feeds high-pressure brake fluid to a quartet of Wilwood Dynalite disc brakes. A Flaming River tilt column steers a Detroit Speed 600 box. Global West upper and lower control arms suspend Foose Knight custom wheels. The complete wiring harness is from Painless Performance.

Lisa closed by saying: "A dream that started young has come full circle and I can honestly say it's been a great ride. My husband and I have met so many great people at car shows over the years and we both have enjoyed watching the younger generations get to see why we all love the classic muscle cars of the past." *SC*



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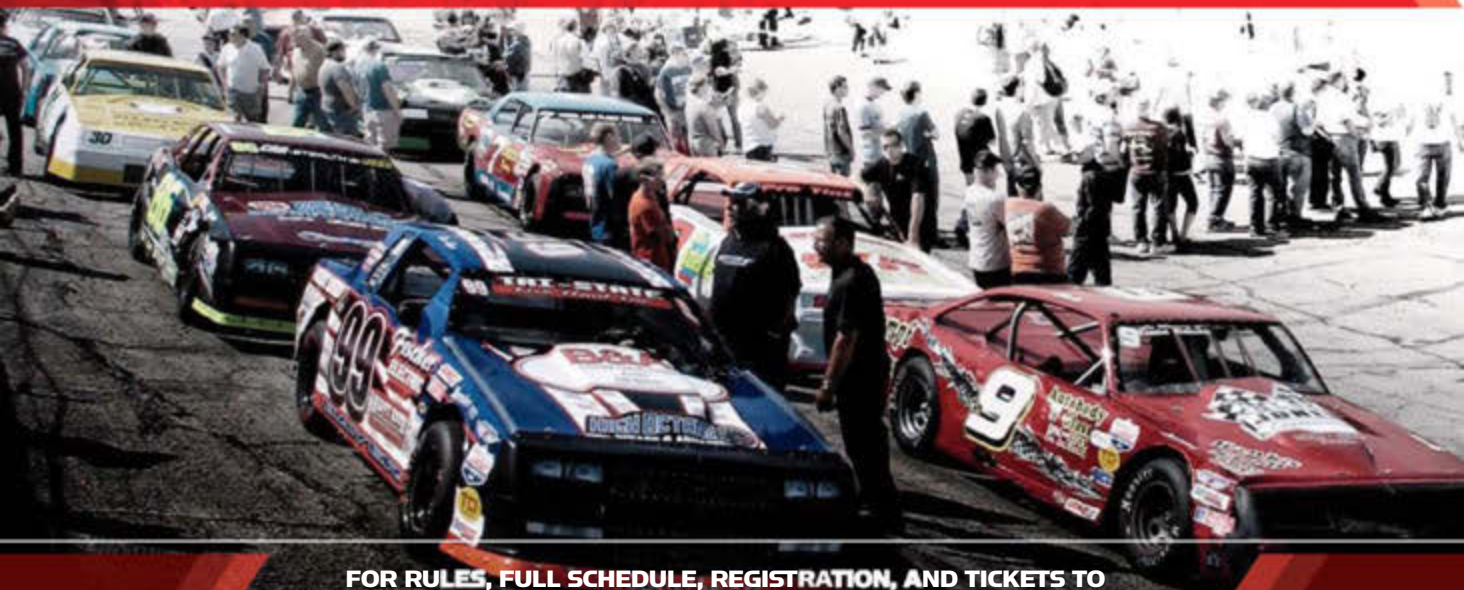
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WWW.QA1.NET



ANTI-SLOSH

Holley is pleased as punch to announce the availability of a new safety item: vent tube spill reduction valves. They feature an internal valve ball that reduces fuel spillage from carburetor vent tubes in crash situations and reduces fuel slosh from vent tubes during hard launches or heavy braking. When the valve is in an upright position, fuel vapors vent normally through the carburetor vent tubes. Holley has two versions available, one with a barbed end (pictured) and one without.

HOLLEY PERFORMANCE PRODUCTS

866-464-6553

WWW.HOLLEY.COM

A/C DELETE PLATE

Ground Up, of Naugatuck, Connecticut, recently made stylish A/C delete plates available for Chevy El Caminos with a Super Sport dashboard. The delete plate fills the space above the radio where the center air-conditioning vent goes. The time of scouring junkyards for this once hard-to-find item is over. The A/C delete plate comes in two configurations: a Chevrolet or a Super Sport logo, both centered on a black background with raised chrome letters. Perfect for anyone doing a Super Sport dash conversion.

GROUND UP RESTORATIONS

866-358-2277

WWW.SS396.COM



LATE SS STUFF

Prothane Motion Control of Costa Mesa, California, just released high-tech motor mounts for 2014-'15 Chevrolet SS models (PN 7-527). The high-grade aluminum mounts are CNC precision-machined for a perfect fit. These mounts have specially designed urethane inserts that limit engine movement and are more durable than the OE rubber factory mounts. The urethane inserts provide less engine movement under extreme conditions and is impervious to oil and grease, and offers greater endurance than the factory, rubber mounts.

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PLUMB CLEAN

Edelbrock has expanded their popular line of single-feed fuel inlet kits for their Performer Series and Thunder Series AVS carburetors to include a new black finish. They feature a drop-down design that routes the fuel line on the right-hand (passenger) side of the carburetor below the linkage and choke housing. They are available in two configurations: part number 81263 includes a barbed end for a push-on 3/8-inch rubber fuel line and part number 81343 includes an aluminum 40-micron fuel filter element and -6 AN male inlet that will accept an Edelbrock fuel line kit for a complete fuel pump to carburetor plumbing solution.

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